

Exhibit 300: Capital Asset Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview & Summary Information

Date Investment First Submitted: 2009-06-30
Date of Last Change to Activities: 2012-08-22
Investment Auto Submission Date: 2012-02-29
Date of Last Investment Detail Update: 2012-02-24
Date of Last Exhibit 300A Update: 2012-08-22
Date of Last Revision: 2012-08-22

Agency: 024 - Department of Homeland Security

Bureau: 45 - Transportation Security Administration

Investment Part Code: 01

Investment Category: 00 - Agency Investments

1. Name of this Investment: TSA - Crew Vetting

2. Unique Investment Identifier (Ull): 024-000005633

Section B: Investment Detail

- 1. Provide a brief summary of the investment, including a brief description of the related benefit to the mission delivery and management support areas, and the primary beneficiary(ies) of the investment. Include an explanation of any dependencies between this investment and other investments.**

The Crew Vetting Program (CVP) and vetting infrastructure conducts name-based biographic data matching (vetting) on individuals with access to transportation related infrastructure to ensure they do not pose a threat to transportation or national security. The program aligns with DHS and TSA through the mandate of protecting the homeland and closes the gap of providing 24/7 technical capability to conduct name-based terrorism, immigration and criminal background checks on individuals with access to airports, airplanes, ports and hazardous materials. ""At inception, the CVP and systems ensure flight crew members who fly into, out of or over US airspace are not a potential threat to aviation security. In addition to international flight crews, the CVP system has been leveraged and modified to support background checks for other regulated transportation sectors to protect the homeland. Currently, CVP system conducts name-based vetting for port workers, hazardous material drivers, general aviation flight crews, FAA airman certificate holders and air cargo workers who are the primary beneficiaries of the system. Critical dependencies include CBP APIS for transmission of international flight crew data, the FAA airman certificate repository for certificate data and other government entities for updated derogatory information. The CVP infrastructure and technology provides TSA flexibility and economies of scale by providing a centralized, high-speed, high-volume, scalable, adaptable resource available to all anti-terrorism screening programs across the federal government like the FAA. The system is

capable of 24/7 operations including recurrent vetting capabilities when new derogatory information is added to specific datasets. To date, CVP has conducted initial and recurrent vetting of over 32 million individuals across various transportation sectors and continues to grow with the addition of new regulated transportation entities. As TTAC continues with its infrastructure modernization effort through FY2014, CVP systems will provide a reliable and consistent vetting infrastructure to TSA and other components of the federal government such as the FAA while TTAC plans for a smooth transition to the modernized platform to be implemented for FY2014.

2. How does this investment close in part or in whole any identified performance gap in support of the mission delivery and management support areas? Include an assessment of the program impact if this investment isn't fully funded.

The Crew Vetting Program supports the mission of identifying potential threats to aviation security from air crews that fly into, out of or over the United States. To date, the CVP infrastructure has provided 24/7 name-based vetting capabilities to all transportation sectors regulated by TSA including port workers, hazardous material drivers and FAA airman certificate holders. The 24/7 ability also allows for recurrent vetting when new information is added to derogatory datasets. In addition, the vetting capabilities provided through the program allows TSA to onboard and vet new population in an efficient and effective manner. The ability to modify the vetting algorithms and the ability to conduct recurrent vetting as derogatory datasets are updated and modified offers TSA the ability to respond in "real time" to emerging threats and intelligence information. If funding is diminished, it would eliminate a critical capability and component for TSA and the federal government in ensuring transportation and aviation security and protecting the homeland.

3. Provide a list of this investment's accomplishments in the prior year (PY), including projects or useful components/project segments completed, new functionality added, or operational efficiency achieved.

The Crew Vetting Program and associated vetting platform/engine continues to provide TTAC the capability to conduct vetting of over 20 million individuals on an annual basis covering more than 20 plus separate populations ranging from port workers, hazmat material drivers and individuals requesting access to all aspects of aviation infrastructures. The infrastructure has the capability to quick on-board new population, perpetually vet all individuals on a daily basis with any changes to terrorism related derogatory datasets and maintain 24/7 operational capabilities.

4. Provide a list of planned accomplishments for current year (CY) and budget year (BY).

The Crew Vetting Program vetting engine anticipates onboarding of additional populations to be vetted by TTAC. New populations planned for FY2012 and beyond include chemical facilities workers; ammonium nitrate workers; mass transit and rail workers. The onboarding of new anticipated populations in FY2011/FY2012 will be in addition to the estimated 32 million names to be vetted by system in the upcoming fiscal year. The ability to vet so many names brings operational efficiency and effectiveness to TTAC's core capabilities and competencies in identifying potential threats to aviation and transportation security. Also planned for FY2012 is CVP's goal to work closely with TTAC's Infrastructure Modernization

(TIM) initiative to ensure seamless transition of technical capabilities and ensuring requirements are properly identified to facilitate the new TTAC vetting technical infrastructure. The capability and capacity to be delivered through CVP and in the future via TIM will allow for efficient on-board of new populations outside the traditional TSA arena and provide DHS department wide capability to conduct vetting and protect the Homeland.

5. **Provide the date of the Charter establishing the required Integrated Program Team (IPT) for this investment. An IPT must always include, but is not limited to: a qualified fully-dedicated IT program manager, a contract specialist, an information technology specialist, a security specialist and a business process owner before OMB will approve this program investment budget. IT Program Manager, Business Process Owner and Contract Specialist must be Government Employees.**

2011-08-01

Section C: Summary of Funding (Budget Authority for Capital Assets)

1.

Table I.C.1 Summary of Funding

	PY-1 & Prior	PY 2011	CY 2012	BY 2013
Planning Costs:	\$1.0	\$0.0	\$0.0	\$0.0
DME (Excluding Planning) Costs:	\$3.5	\$0.0	\$0.0	\$0.0
DME (Including Planning) Govt. FTEs:	\$1.2	\$0.0	\$0.0	\$0.0
Sub-Total DME (Including Govt. FTE):	\$5.7	0	0	0
O & M Costs:	\$65.7	\$6.2	\$6.2	\$6.3
O & M Govt. FTEs:	\$21.6	\$5.4	\$5.4	\$5.5
Sub-Total O & M Costs (Including Govt. FTE):	\$87.3	\$11.6	\$11.6	\$11.8
Total Cost (Including Govt. FTE):	\$93.0	\$11.6	\$11.6	\$11.8
Total Govt. FTE costs:	\$22.8	\$5.4	\$5.4	\$5.5
# of FTE rep by costs:	201	42	42	42
Total change from prior year final President's Budget (\$)		\$0.0	\$0.0	
Total change from prior year final President's Budget (%)		0.00%	0.00%	

2. If the funding levels have changed from the FY 2012 President's Budget request for PY or CY, briefly explain those changes:

There are no changes to the BY13-17 CIP at this time. In the FY09 President's Budget, CVP appropriations was incorporated into the overall TTAC SAO appropriations. For the purpose of OMB300 reporting and to provide a coherent/consistent case, the summary of spending only reflects the CVP appropriations. Due to the ongoing TTAC Infrastructure Modernization (TIM) effort and potential impacts to CVP in FY2014, CVP's CIP will be updated as needed to reflect transition costs and schedules.

Section D: Acquisition/Contract Strategy (All Capital Assets)

Table I.D.1 Contracts and Acquisition Strategy

Contract Type	EVM Required	Contracting Agency ID	Procurement Instrument Identifier (PIID)	Indefinite Delivery Vehicle (IDV) Reference ID	IDV Agency ID	Solicitation ID	Ultimate Contract Value (\$M)	Type	PBSA ?	Effective Date	Actual or Expected End Date
Awarded	7013	HSTS0206JTT C018	HSTS0206DTT C028	7013							
Awarded	7013	HSTS0207JTT C215	HSTS0206DTT C028	7013							
Awarded	7013	HSTS0209JTT C221	HSTS0307ACI O925	7013							

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:

The Crew Vetting Program is currently in the operations and maintenance (steady state) phase in which an Operational Analysis was conducted in lieu of EVM. CVP is current reviewing and updating the most recent Operational Analysis. In this phase, per the DHS Earned Value Management Guidance document, programs should use Operational Analysis to measure the performance and cost against the established baseline. Current program contracts have assigned performance measures which are tracked and reviewed by the program manager, COTR, and program organization (staff), on a monthly basis. The monthly reporting results and additional analysis (e.g., performance surveillance metrics, cost reporting, etc.) will be used to support ongoing Operational Analysis.

Exhibit 300B: Performance Measurement Report

Section A: General Information

Date of Last Change to Activities: 2012-08-22

Section B: Project Execution Data

Table II.B.1 Projects					
Project ID	Project Name	Project Description	Project Start Date	Project Completion Date	Project Lifecycle Cost (\$M)
122	IBM Oasis WO#46	Tier 3 Maintenance for Crew Vetting Program system.			

Activity Summary								
Roll-up of Information Provided in Lowest Level Child Activities								
Project ID	Name	Total Cost of Project Activities (\$M)	End Point Schedule Variance (in days)	End Point Schedule Variance (%)	Cost Variance (\$M)	Cost Variance (%)	Total Planned Cost (\$M)	Count of Activities
122	IBM Oasis WO#46							

Key Deliverables								
Project Name	Activity Name	Description	Planned Completion Date	Projected Completion Date	Actual Completion Date	Duration (in days)	Schedule Variance (in days)	Schedule Variance (%)
NONE								

Section C: Operational Data

Table II.C.1 Performance Metrics

Metric Description	Unit of Measure	FEA Performance Measurement Category Mapping	Measurement Condition	Baseline	Target for PY	Actual for PY	Target for CY	Reporting Frequency
Percentage of false positives generated by the CVP system in relation to total records processed.	percentage	Technology - Effectiveness	Under target	1.000000	1.000000	0.190000	0.100000	Quarterly
Sustain optimal CVP system performance and achieve zero false negatives (false negatives defined as potential threats missed by the system).	Number	Mission and Business Results - Services for Citizens	Under target	0.000000	0.000000	0.000000	0.000000	Quarterly
Percentage of reports delivered to vetting services customers within required timeframes	percentage	Customer Results - Timeliness and Responsiveness	Over target	95.000000	99.000000	100.000000	99.000000	Monthly
Total number of records processed in FY2011 against terrorism related derogatory datasets	number	Mission and Business Results - Services for Citizens	Over target	30519436.000000	30519436.000000	24667335.000000	32045407.000000	Monthly
Sustain optimal privacy performance for CVP system by maintaining zero privacy breaches.	number	Process and Activities - Security and Privacy	Under target	0.000000	0.000000	0.000000	0.000000	Quarterly
Sustain percentage of CVP system availability or "uptime" per program SLA.	percentage	Technology - Reliability and Availability	Over target	99.999000	99.999000	99.999000	99.999000	Monthly